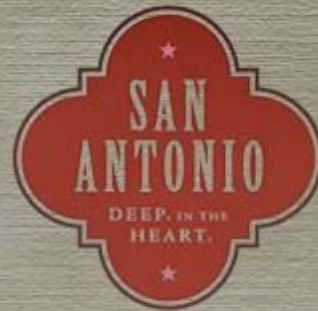


Stinson Municipal Airport Master Plan

Planning Advisory Committee



Meeting #3
May 15, 2012



Agenda

- **Airport Survey Results**
- **Business Development Workshop**
- **Airport Facility Requirements Overview**
- **Proposed Development Alternatives**
- **Next Steps**



Airport Survey Results

- **21 total responses (6 tenants, 15 users)**
- **Services like to see more of: (Answers > 50% Yes)**
 - Aircraft Maintenance & Repair
 - Avionics, Radio and Nav Equipment
 - Aircraft Rental
 - Aircraft Storage
 - Hangar Construction
 - Hangar Subleasing
 - Flight School
 - Sale of Pilot Supplies
 - Office (Aeronautical)
 - Aircraft Interiors
 - Aerial Tours
 - Fuel Storage
 - Restaurant
 - Snack Bar/Vending



Airport Survey Results

6 Tenant Responses

- **Issues Mentioned**
 - Precision Approach
 - US Customs Facility
 - Ground Access



Airport Survey Results

15 Airport User Responses

- **Issues Mentioned**
 - ILS/Precision Approach
 - FBO Competition / None in Terminal
 - Lack of Restaurant
 - Limited Hangar Space
 - Limited Paved Parking
 - Growth Potential



Business Development Workshop

- **Held on Thursday, May 10, 2012**
- **Approximately 20 participants**
- **Discussion points**
 - No major airfield issues or constraints
 - Roadways and access, including signage, landscaping, branding
 - Vehicular parking
 - Capitalizing on the role of the Airport – enhance the facilities and image
 - Emphasize the historic nature of the Airport, and it's role as a "destination"
 - Be prepared to develop as needed given the economic growth in the region
- **Input incorporated into development plan**



Facility Requirements - Airfield

- **Airfield Overview**
 - Demand/Capacity
 - Separation Standards
 - Runway Length



Airfield Overview

Demand/Capacity Summary

Item	2011	2016	2021	2026	2031
Based Aircraft	115	144	155	167	179
Annual Operations	140,700	166,400	195,200	229,100	268,800
ASV	309,600	309,600	309,600	309,600	309,600
D/C	45%	54%	63%	74%	87%
Peak Hour Demand	58	68	80	94	110
Peak Hour Capacity (VFR)	135	135	135	135	135



Airfield Overview

- **Airfield Requirements**
 - **Critical aircraft/separation standards**
 - **ARC B-II can be justified based on current operations**
 - **Runway length**
 - **All small aircraft (less than 12,500 lbs) can be accommodated by current airfield**
 - **Large aircraft (12,500 – 60,000 lbs) can operate with weight/range restrictions**
 - **Potential capacity improvements**
 - **High Touch and Go percentage**
 - **Instrument approach capabilities**



Proposed Airfield Development Alternatives

- **Alternative 1:** Upgrade to Airport Reference Code (ARC) B-II Standards
 - 1A: Taxiway Separation 240' (> $\frac{3}{4}$ Mile Visibility)
 - 1B: Taxiway Separation 300' (< $\frac{3}{4}$ Mile Visibility)
 - 1C: Relocate Runways to Achieve Separation
- **Alternative 2:** Runway Extension
 - 2A: Extend Runway 32 (6,000' or 7,500')
 - 2B: Extend Runway 14 (6,000' or 7,500')
 - 2C: Extend Runway 27 (6,000' or 7,500')
 - 2D: Extend Runway 09 (6,000' or 7,500')
- **Alternative 3:** Construct Realigned Runway
 - Runway 15-33 (5,000', 6,000' or 7,500')



Existing Airfield

Legend



Mission



National Park
Service



Airfield Alternative 1A

Taxiway Separation 240' (> ¾ Mile Visibility)

Legend



Pavement / RPZ



Mission



National Park Service



Airfield Alternative 1B

Taxiway Separation 300' (< $\frac{3}{4}$ Mile Visibility)

Legend



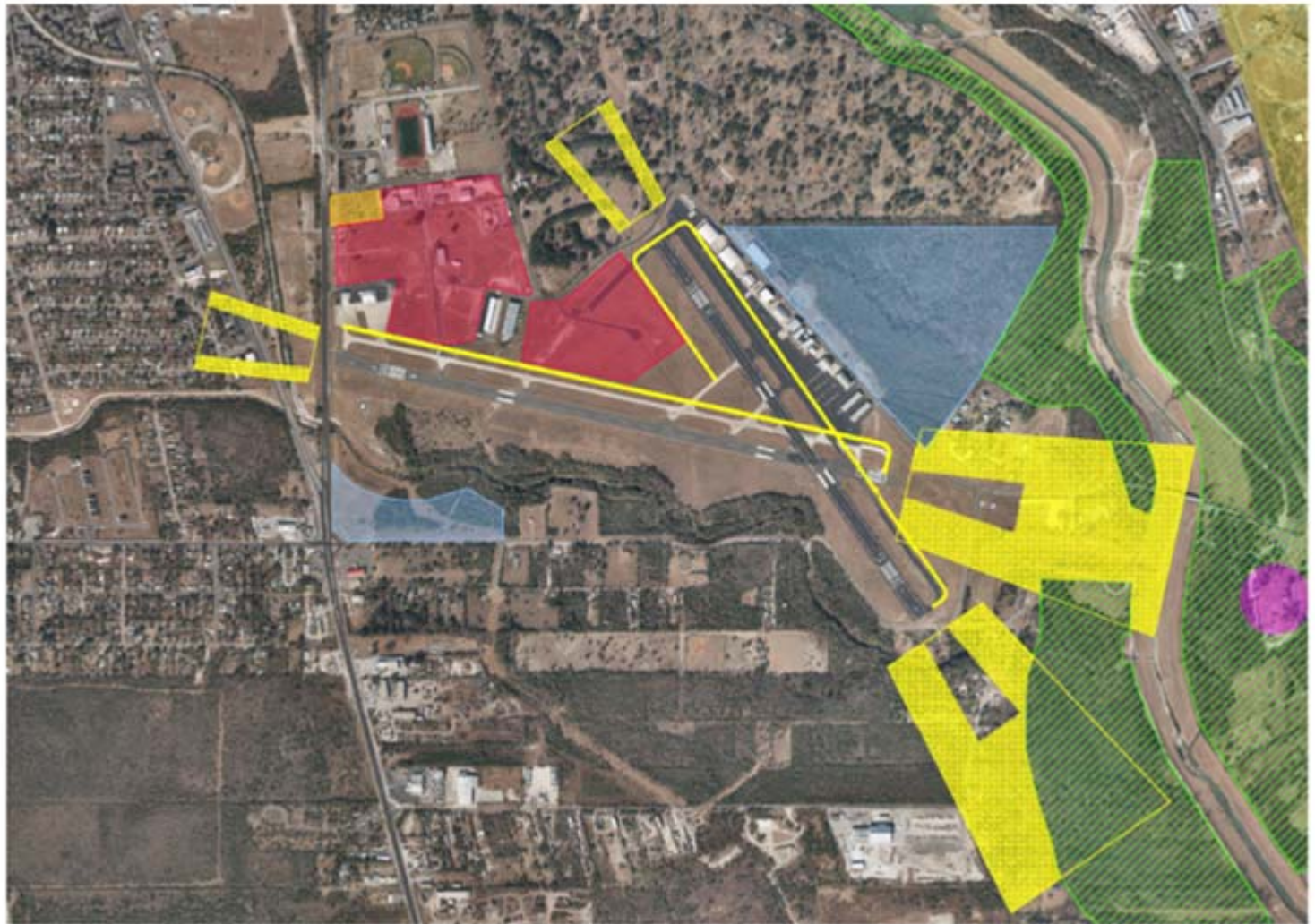
Pavement / RPZ



Mission



National Park Service



Airfield Alternative 1C

Relocate Runways to Achieve Separation

Legend



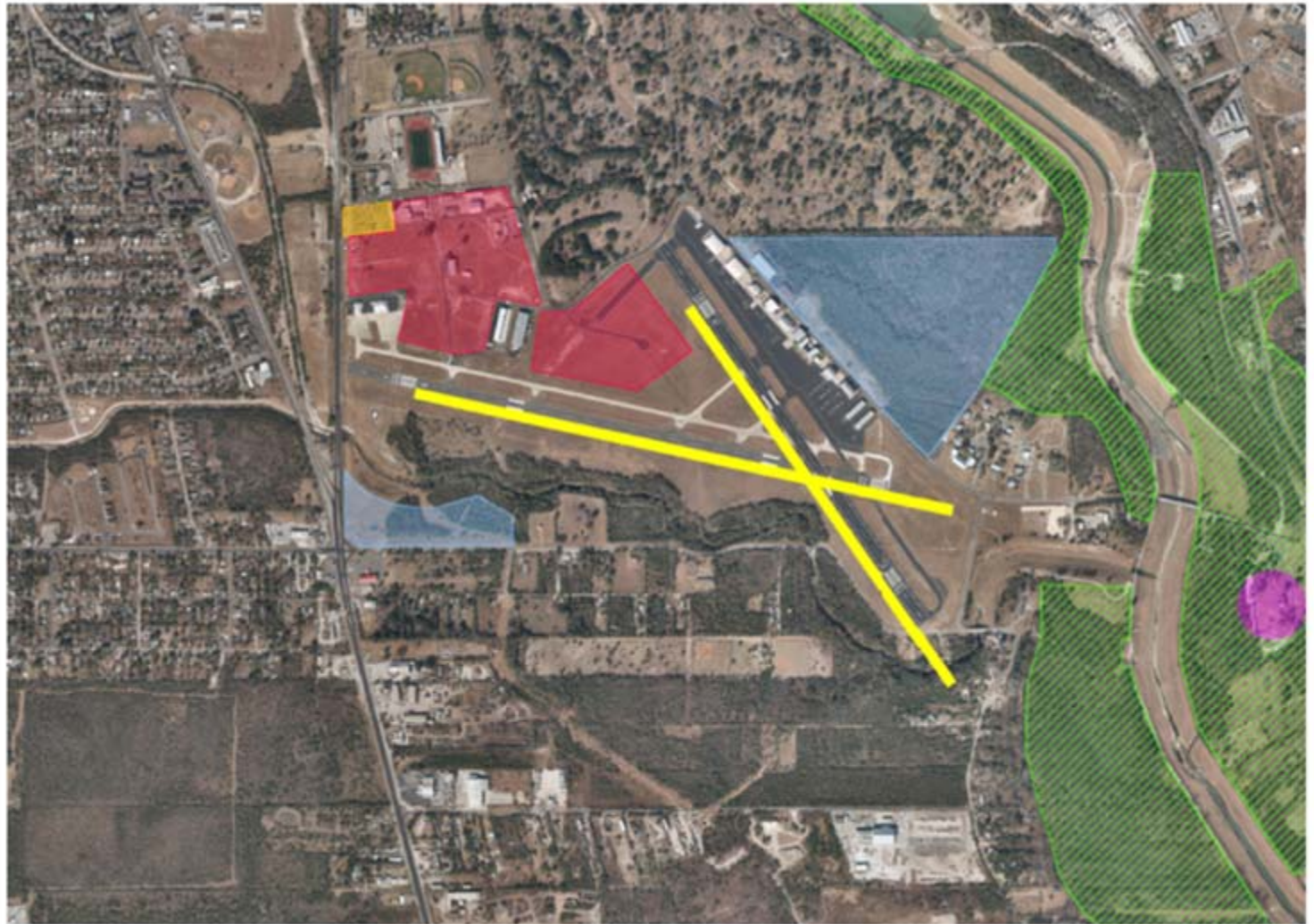
Pavement



Mission



National Park Service



Airfield Alternative 2A

Extend Runway 32 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Airfield Alternative 2B

Extend Runway 14 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Airfield Alternative 2C

Extend Runway 27 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service

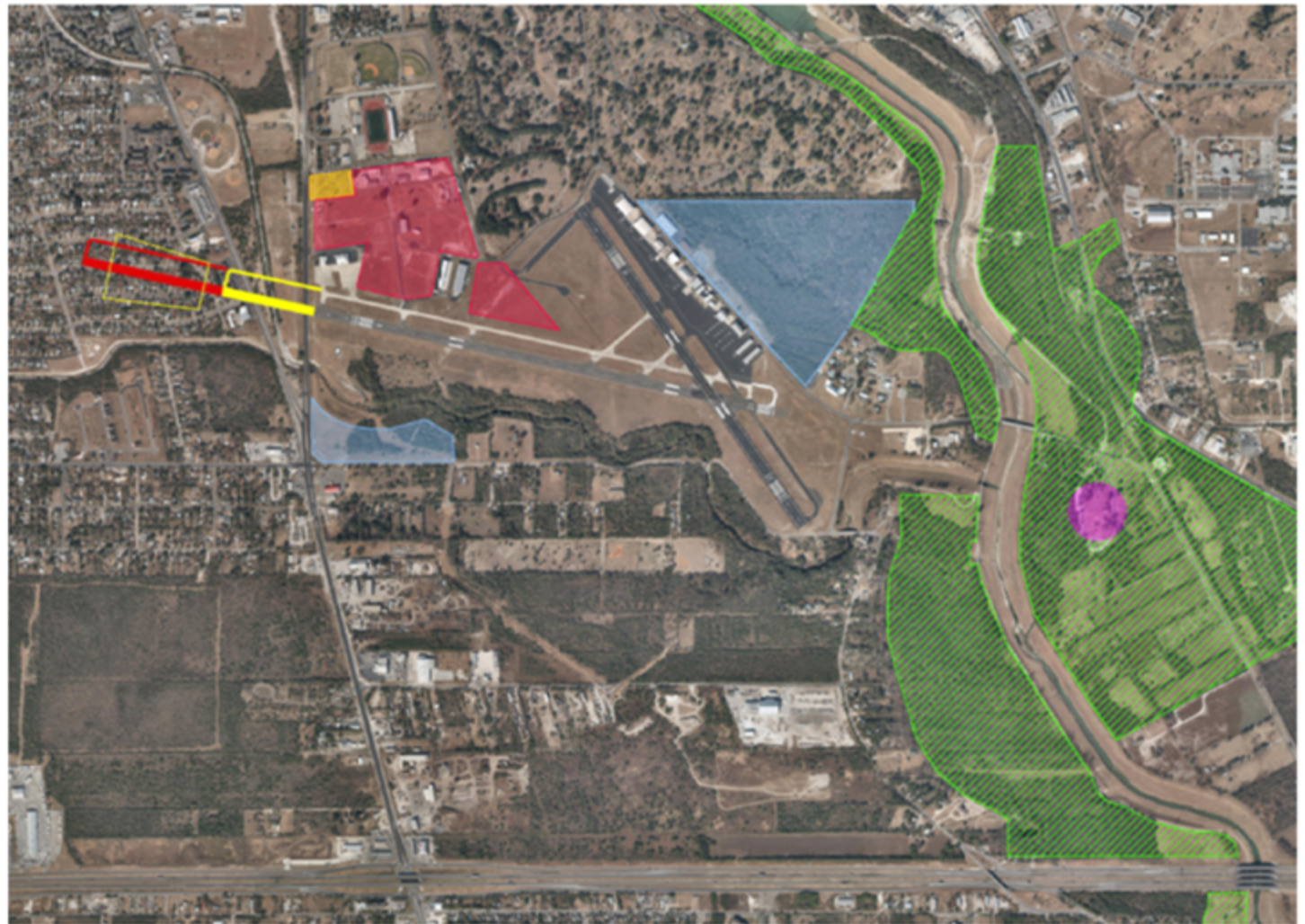


Airfield Alternative 2D

Extend Runway 09 (6,000' or 7,500')

Legend

-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service

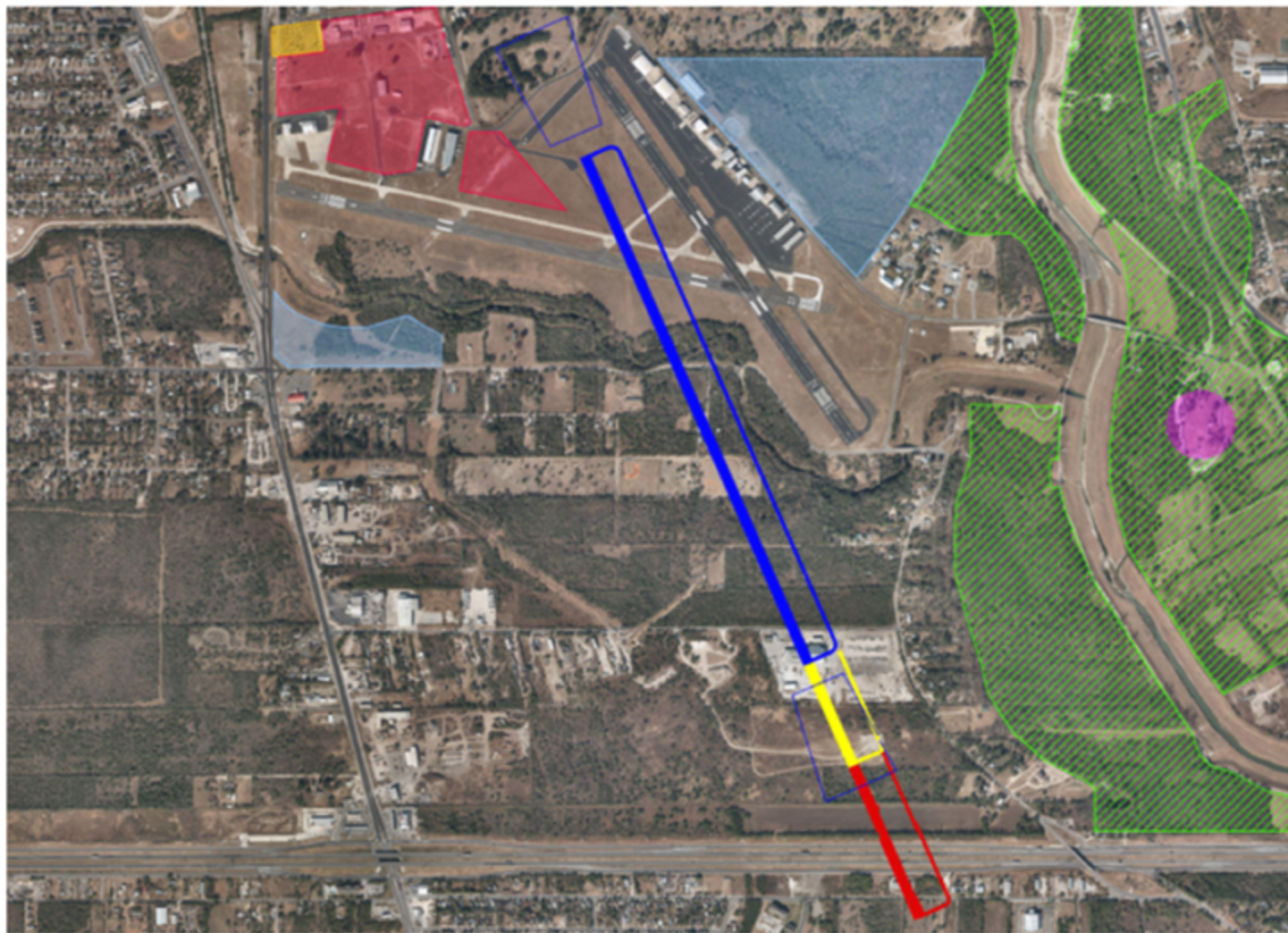


Airfield Alternative 3

Runway 15-33 (5,000', 6,000' or 7,500')

Legend

-  5,000' Runway
-  6,000' Runway
-  7,500' Runway
-  Mission
-  National Park Service



Facility Requirements - General Aviation

- **Hangars**
 - Conventional
 - T-Hangar
- **Apron Area**
- **Vehicular Parking**
- **Fuel Storage and Terminal**



General Aviation Facilities

- **Conventional Hangar Space**
 - 66,000 S.F. deficit by end of planning period
- **T-Hangars**
 - 49 unit deficit by end of planning period
- **Apron Area**
 - 375,000 S.F. deficit by end of planning period
- **Vehicular Parking**
 - 122 space deficit by end of planning period



Fuel and Terminal Facilities Overview

- **Fuel Storage**

- Existing capacity and corresponding demand
 - 100LL: 17,000 gallons (tanks and trucks) capacity with a 12,000 gallon monthly demand
 - Jet A: 12,200 gallons (tank and truck) capacity with 2,520 gallon monthly demand
- Any future FBO facility should be planned with space for fuel farm

- **Terminal**

- With recent expansion, there is no substantial demand if new facilities (i.e. FBO or flight school) do not occupy terminal space
- Consideration for U.S. Customs



General Aviation Facilities

Legend

-  General Aviation Development
-  Potentially Restricted Development
-  Business/ Non-Aeronautical Development
-  Potential Property Acquisition
-  West Access Improvements



Goal of the Master Plan

Stinson Municipal Airport becomes the primary general aviation airport for the San Antonio region, and is developed to meet general aviation requirements and to support and stimulate regional economic activity, while maintaining feasibility for aviation flight education.



Next Steps

- **May 22 - Public Information Open House**
- **Finalize Airport Development Plan**
- **Environmental Overview**
- **Financial and Implementation Plan**
- **Airport Layout Plan Set**
- **Briefing to Airport Advisory Commission**
- **Next PAC Meeting (Summer)**
- **Next Public Information Open House (Summer)**
- **City Council Approval (Fall 2012)**

